

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,
SATURDAY, the 7th January, 1899,
Commencing at 2.30 P.M.
at his SALES ROOMS, Zedland Street, No. 2,
A LARGE QUANTITY OF
USEFUL HOUSEHOLD FURNITURE.

Comprising—
DRAWING ROOM SUITES, WARD-
ROBES, OVERMANTLES, SIDEBOARDS,
DESKS, CENTRE TABLES, SIDE-
TABLES, EXTENSION DINING-
TABLES, WHATNOTS, CHAIRS, WASH-
ING STANDS, TOILET TABLES, CAR-
PETS, PICTURES, CLOCKS, ORNA-
MENTS, GLASS, PLATED & CROCKERY-
WARE, &c., &c., &c.

Also
A few pieces of CANTON CARVED
BLACKWOODWARE,
2 COTTAGE PIANOS,
1 CENT and 1 LADY'S BICYCLE.
Catalogues issued prior to Sale.
On View at the Undersigned's.
TERMS OF SALE:—As customary.
PAUL BREWITT,
Auctioneer.

Hongkong, 4th January, 1899. [19a]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 8, Queen's Road Central.
Hongkong, 4th January, 1899. [18a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG,"

Captain Dowson, will be despatched as above
TO-MORROW, the 5th instant,
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th January, 1899. [15a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR AMOY AND JAVA.

THE Company's Steamship

"KWIPIANG,"

Captain Outerbridge, will be despatched as
above on SUNDAY, the 8th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th January, 1899. [16a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Ramsay, will be despatched as above
on MONDAY, the 9th instant, at 3 P.M.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-Class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
N/A—Return Tickets issued by this
Company to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th January, 1899. [14a]

"DEN" LINE OF STEAMERS.

NOTICE TO BONSIGNES.

STEAMSHIP "BENLEDI,"

FROM ANTWERP, LONDON AND
SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Hongkong and Kowloon
Wharf and Godown Company's Godowns
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 15th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 10th instant, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 4th January, 1899. [17a]

Hotel.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-Class Accom-
modation to Residents and Travellers.
Passenger Elevator from Entrance Hall to
each Floor in charge of experienced Attendant.
Favourable Arrangements made for Families
and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.
Hongkong, 3rd April, 1897. [21]

To be Let.

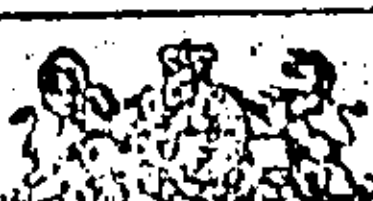
TO LET.

SEMI-DETACHED VILLA RESI-
DENCES on Bowen Road (now in
course of erection).

PROPERTY now occupied by the
Bowling Green Club.
FLOORS in STANTON and ELGIN
STREETS.

"BAHAR LODGE,"
No. 4, RIFON TERRACE,
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, 16th November, 1898. [14]

Intimation.



A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White
Capsule \$10.80

B.—WATSON'S GLENORCHY
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark 10.80

C.—WATSON'S ABELOUR-
GLENLIVET, Red Cap-
sule, with name and
Trade Mark 12.00

D.—WATSON'S H.K.D. BLEND
OF THE FINEST SCOTCH
MALT WHISKIES, Vio-
let Capsule 14.40

E.—WATSON'S VERY OLD LI-
QUEUR SCOTCH WHISKY,
Gold Capsule 15.00

THORNE'S BLEND and WATSON'S
GLENORCHY are high class Soda
Whiskies, of greater age than most
brands in the market.

ABELOUR-GLENLIVET is a very old
Peat Whisky, (smoky) and could not
now be replaced in stock at the price.

D is well known for its fine
flavour.

E is of superb quality and pro-
nounced by leading local connois-
seurs to be the best brand in the
Hongkong market.

A. S. WATSON & Co., Limited,
WINE & SPIRIT MERCHANTS.

Established 1841.

On the 25th ulto, at 21, Nakayamato-dori,
Kobe, the wife of C. B. MOSLEY, of a son.

MARRIAGE.

On the 21st ulto, at St. Andrew's Cathedral,
Singapore, by the Ven Arch. Perham, Victor
LOUIS, third son of the late James L. Neubron-
ner, of Singapore, with CHARLOTTE, eldest
daughter of R. V. Boswell, of Singapore.

DEATH.

At Nagasaki, on 21st December, WILLIAM
GRUNSEID, aged 42.

BIRTH.

On the 25th ulto, at 21, Nakayamato-dori,
Kobe, the wife of C. B. MOSLEY, of a son.

MARRIAGE.

On the 21st ulto, at St. Andrew's Cathedral,
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Kobe, the wife of C. B. MOSLEY, of a son.

MARRIAGE.

THE fastest passage ever made between Singa-
pore and Batavia has been accomplished
by the M. M. mail steamer *La Sanya*, which
did the run up in 36 hours on her last voyage.

LIEUT. Ingepen of the West Yorkshire Regi-
ment has been appointed a Wing Officer in the
Malay States Guides, and will join the local
corps on the departure of his regiment to India.

THE Atsuta Harbour Works authorities are
reported by a vernacular contemporary to have
entered into a contract with Messrs. C. Wein-
berger & Co., No. 46, Yokohama, for the
purchases of two dredgers, the price being
380,000 yen for the two. Atsuta is a town not
far from Nagoya, in the Gulf of Owari.

ANOTHER collision in the Inland Sea between
steamers is reported. At about half-past four
on the morning of the 23rd ulto, the *Kanyo-
maru*, a wooden steamer of 164 tons gross,
while on her way up to Osaka from Fukuyama,
came into collision with the *Kanyu-maru*,
a wooden steamer of 148 tons belonging to the
Osaka Steamship Union. The accident occur-
red west of Tajima, an island off Okayama.
The *Kanyo-maru* sustained serious
damage, and was beached, now lying half
submerged. Fortunately all hands on board
were saved. The other steamer suffered but
slight injury, and was able to leave port about
twelve hours later.

LORD CHARLES BERESFORD ON
THE CHINA QUESTION.

A public meeting under the auspices of the
Hongkong Chamber of Commerce was held at
the City Hall yesterday afternoon for the pur-
pose of welcoming Lord Charles Beresford to
Hongkong. Mr. R. M. Gray presided, and be-
sides Lord Charles Beresford there were
present on the platform Messrs. R. Grey, T.
Jackson, A. Haupt, N. A. Siebs, A. McConachie,
W. Poate, and R. C. Wilcox.

The Chairman said:—In introducing Lord
Charles Beresford to this meeting I feel that I
have undertaken a very grateful task. It was
a great disappointment that we did not hear
him speak upon his arrival, but we cannot
fail to admit that he was the best judge upon
this point, and it will give us all the more
pleasure to listen to him now that he has made
himself master of the Chinese question by
most energetic and exhaustive enquiry and by
personal observation. (Hear, hear.) We are
indebted to the Associated Chambers of Com-
merce of Great Britain for inducing Lord Charles
Beresford to come out, and we are also very
much indebted to Lord Charles Beresford for
accepting the mission. That such an
enquiry was needed, and imperative for British
interests, I think you will all agree, and the
only regret to my mind is that this mission was
not undertaken several years ago, (Hear, hear)
so that the position in China might have been
brought clearly before our Government, which
would have been of the greatest value during
the stirring events of the year just closed.

From his speeches elsewhere I have gathered
that Lord Charles Beresford has given very great
attention to the question of the "open door" as
essential to our trade with China, an opinion in
which all interested in the trade must agree,
and we shall also listen with the greatest in-
terest to his suggested commercial alliance
of the largest trading nations, an alliance
which must prove of incalculable benefit to all,
both in the interest of peace and the extension
of commerce. (Hear, hear.) Of all the various
points which have come before his Lordship's
sincerity, which he has not failed to recognize,
that which concerns us very deeply is that
in spite of all our efforts by Chambers of Com-
merce and Consuls, our treaties are deliberately
violated in the matter of provincial exactions,
and that our trade is thereby prevented from
expanding as it otherwise would certainly do,
were our importations allowed to reach the
consumers without being burdened by indefinite
landtaxes. (Hear, hear.) In spite of clause No.
23in the Treaty of Tientsin, it is only within a
recent time that a transit pass was of any value
in the Southern Provinces. Now a transit pass
is a very good thing as far as the amount
levied, but it also causes continual delay and
opportunities for squeezing "en route" which
ought to be done away with, and which nothing
but the complete opening of the waterways
between the provinces, combined with efficient
police, would put down the piracy and bribe-
gandage which is so life in these Southern
Provinces, and which are a constant deterrent
to trade. We have therefore every reason to
press for these necessary measures as well as
for the reform of fiscal taxation. There are
many other points which arise in the great
China question, but which I must leave to
Lord Charles Beresford to deal with, and I
have therefore now very much pleasure in re-
questing him to address this meeting.

(Applause.)
Lord Charles Beresford, who was received
with loud cheers, said:—Mr. Gray, ladies and
gentlemen, I have to return my hearty thanks
to the Chamber of Commerce of Hongkong
for having asked me to address them here
before I get home to England. I think it is
very necessary I should say a few words here
to the Chamber of Commerce, because I have
come out here in the interests of traders, par-
ticularly British traders, of this great country,
and I was sent out here by the Association
and in many cases include numbers of foreigners
interested in trade. With regard to what you
chairman said just now as to my knowing
much about China, I am afraid I must differ
with him entirely. I shall not pretend when I
go home that I know all about China, or even
a very little about China. What I shall pre-
tend to do is, as far as I am able, to com-
municate your views to the people at home,
the great electorates at home, what you wish
are and how you consider they should be car-
ried out, and what you wish to be done in the
future, and as far as I have gone, and I have visited
every place where there is a British community,
I have found you opinion among my country-
men, and that opinion is that something has
got to be done. (Hear, hear.) That we cannot
go on as we are doing, and that our trade and
commerce must be secured in the future.
(Hear, hear.) I have been bold enough to put
before the China Association what I think
something should be. Anybody is something
and it is a policy, and at the present moment
we have nothing whatever to secure our trade
for the future, and I think you will agree with
me we have no policy at all in regard to our

affairs in China. (Hear, hear.) As to this
policy and as to certain things not being
carried out I have observed remarks which
rather censured your Minister, Sir Claude
Macdonald. Now I do not think that that is
quite fair or chivalrous. Sir Claude is the first
Minister who has grasped the idea that a
Minister's duty here is not only to think of
diplomatic arrangements but of trade and com-
merce as well, and he is a man who has worked
as hard as any man could work in the world
of Great Britain. He is not responsible. The
Cabinet at home is responsible. (Hear, hear.)
—and the proper people to find fault with are
undoubtedly in my opinion the Cabinet; and
for this reason: the Cabinet can defend them-
selves, the Cabinet can give reasons for their
policy if the British community find fault with
that policy, whilst Sir Claude Macdonald has
no right of reply, and as a result of this
arguing about the proper people to censure are
the Cabinet. Possibly you may think I am an
Irishman and would be against authority in any
event. (Laughter.)—that is the reason I
make that remark, but it is not so. Govern-
ments are created to be criticised, and no Gov-
ernment in the world, however strong, can
carry out measures involving entire change
of policy or which might lead to war, un-
less they see that the community and the
great electorates are behind them. (Hear, hear.)
Therefore, I say, the Cabinet and not the
Minister who is doing his best under difficult
circumstances. But let me bring this home to
your minds by an incident in my own country.
There was a certain landlord who ordered
what we call a "hanging gale" of rents—that
all the rents on his property were to be
doubled. The agent wrote back that if he car-
ried out his landlord's orders he would be shot,
to which the landlord replied, "Please inform
my tenants that if they think they are going to
be shot by shooting you they are very much
mistaken." (Laughter.) Now, Sir, I do not
modify at all the views I have expressed at
Shanghai. But my point of view we have
certainly in the future with regard to the
security of our trade and commerce—one is the
dominant military position taken up in the
north by Russia, and the other is the effete
condition of the Chinese Government. When
I speak of the dominant position of Russia in
the north I speak of what I know and of what
I myself saw, and if a foreign country takes up
certain strong positions with regard to what
they think necessary for their own people, it is
for us to see that they do nothing which hurts
the interest of our people. (Hear, hear.)
—and I say that I should do exactly
what the Russians are doing only I should do
a great deal more. I am not at all sure I should
not have been in Peking before now, and I am
absolutely certain the Russians will be in Peking
before very long, when once they have
secured the military positions, if they find no
more remonstrance or opposition than they do at
present from the other great countries of Europe.
There was one thing telegraphed home with re-
gard to some remarks I made at Shanghai which
was telegraphed incorrectly. It said I remarked
that the open door was being very foolishly
against us. I never said anything of the kind.
—and I say that I did say with regard to
the policy of the open door and British trade in
Manchuria was that it was worse for our coun-
trymen and our traders to have a commercial
enterprise interfered with—not to be allowed to
conduct commercial enterprises—that it was to
put on tariffs or preferential rates. If another
country puts on a tariff the British trader knows
where he is. It goes into his profit and loss
account but eventually falls on the consumer.
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THE HONGKONG TELEGRAPH.

HONGKONG, WEDNESDAY, JANUARY 4, 1899.

REUTER'S TELEGRAMS.

CUBA.

LONDON, January 2nd.

The American flag has been hoisted at
Havana. The Ceremony was a simple one
and nothing untoward occurred.

GREAT BRITAIN AND FRANCE IN
CHINA.

The Times protests strongly against the
French day-in-the-manner policy in Shanghai
and says that Great Britain does not intend to
submit to such treatment.

NEW YEAR HONOURS.

Lord Cromer has been created a Viscount,
Sir Philip Currie and Justice Hawkins have
been raised to the peerage. Col. Chermode
has received the Cross of St. Michael and
St. George, Mr. Cockburn of the Peking Lega-
tion, has been made a Companion of the Bath
and C. W. S. Kynnersley resident Councillor
of Peking, a Companion of St. Michael and
St. George.

WEATHER REPORT.

The Observatory report says:—On the 4th
at 11.25 a.m. The barometer has risen slightly
on the China coast, fallen moderately in the
extreme North. Pressure remains high over
Central China, and low in a shallow area lying
in the Sea of Japan. Gradients moderate on
the China coast, rather steep with strong
monsoon in the N. part of the China Sea.

FORECAST:—Moderate N. to N.E. winds; fine.

LOCAL AND GENERAL.

THE returns of the number of visitors to the
City Hall Museum for the week ended 1st
January, are:—Europeans 129, Chinese 1,433
total 1,562.

THE Hon. Treasurer of the Alice Memorial
and Nethersole Hospitals begs to acknowledge
with thanks the following donation to the
funds of the Hospitals:—

Alex. Mackenzie.....\$10

THE Bank of Japan was on the 28th inst.
granted by the Government privilege to issue
notes to the amount of 150 million yen beyond
the prescribed limit. The Bank will shortly
issue further notes to the value of 30 million
yen.

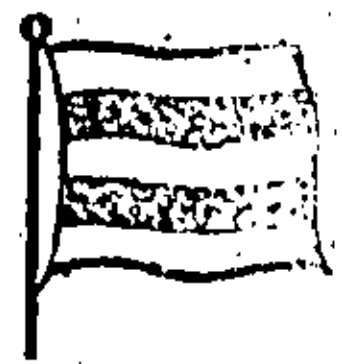
A TELEGRAM from Taihoku reports that at
3 p.m. on 31st ulto, rioters attacked a steam
launch named *Shinghama Maru*, at Akoten,
Taiwan Ken, belonging to the Water Police
Station. The Military came up in time and
shot and killed thirty and captured sixty of the
marauders.

the greatest admiration for their diplomacy,
for whenever they have met us in diplomacy
they have invariably beaten us. What their
methods are, I do not care to enquire, I
am not at all anti-Russian; but I am pro-
British, and when I see things which may
endanger our trade and commerce in the future
I like to state in the most courteous way, but
in a broad, plain, and honest way, what I think
may happen in the future if we do not do any-
thing. (Hear, hear.) I am not one of those
who believe in the security of our trade and
commerce unless we have that defence which
is adequate to meet whatever may occur in the
future with regard to other nations. (Hear,
hear.) Another point in regard to this question
of the Russian occupation, or military domina-
tion, I read in one paper that I was very in-
discreet and that I ought not to say such things,
but I think you will agree with me that it is
always best to tell the truth right out. (Hear,
hear.) I need not be discourteous. (Hear, hear.)
It is not indiscreet to tell the truth, more particu-
larly when the great trading and commercial in-
terests of this country may be threatened, and
they are threatened certainly if things go on as
they are. Now, Sir, with regard to the future,
as you know, my mission is a commercial
mission, and therefore a peaceful mission, but
one or two of my critics have said, "Why, but
it is absolutely impossible for you to separate the
political question of to-day from the commer-
cial questions of the future. Upon what your
political thought is now will depend your com-
mercial future, whether it is successful or a
failure. Therefore it is absurd to talk of shir-
tles and samples and trousers buttons. (Laugh-
ter.) Upon the political question depends the
whole future of the trade and commerce of this
country—certainly as far as Great Britain is con-
cerned, and indisputably as far as Germany,
Japan, and America are concerned. (Hear, hear.)
There are only three policies open in
the future. One is the policy of the open door,
another is the policy of the sphere of influence,
and the other is the policy of drift. I believe
the door can be kept open by having a commer-
cial alliance between America, Germany, and
Japan and ourselves. I mention these countries
because each one of these countries has the same
interest that we have. It is just as important
for everyone of these countries that the open
door should be maintained as it is for the British
merchants. Therefore let us keep together. The
British nation cannot fight for the open door
by itself, but it could very well ally itself with
these three countries. You know what occurred
in Europe when Germany, Austria, and Italy
formed an alliance the basis of which was the
peace of Europe; they kept the peace of
Europe for 20 years. That is absolutely certain.
(Hear, hear.) Whether that alliance if tested
by war would have succeeded or not is not the
point. The point is that alliance was based
on a definite object, and it attained that object
for 20 years. The greatest interest we can hold
is the interest of peace. Why should we not
have an alliance of the same sort here. Amer-
ica's trade with China has gone up by leaps and
bounds, and she has an open door. Japan's
population and her trade are increas-
ing enormously in Corea. If the door is shut
in Manchuria it is not very unreasonable
to suppose it would be shut in Corea. And
then there is the great empire of Germany.
The Germans must have an open door
in this country, and the Germans have met
have been most friendly and sympathetic
on this question when I have asked both their
Consuls and their traders. Germans have said
to me, "You make our trade possible first,
and we ought to support you in trying to keep
this policy of the open door a definite and deter-
mined policy in the whole of China." (Hear,
hear.) Well, then, that is the first and foremost sug-
gestion I would make to you, but then that would
be no use, because, as a friend of mine said to
me to-day, it is no use having an open door
unless you have the house in order inside. You
must have what is the basis of security of trade
and commerce, the basis of life and property
and contentment, which is only to be provided
throughout the country. You know very well
what the state of the Chinese army and police
is at this moment. I knew it was bad. I
never had the shadow of a suspicion that
it was as bad as I found it. They absolutely
have nothing at this moment in the whole of
this empire

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG - SUBJECT TO ALTERATION.

STEAMER.	DESTINATION.	SAILING DATE.
HAKATA MARU	MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo and Port Said.	To-morrow, 5th January, at 4 P.M.
HITACHI MARU	YOKOHAMA, KOBE, KURE, MOIJI and NAGASAKI.	TUESDAY, 10th January, at 4 P.M.
TENSHIN MARU	KOBE and YOKOHAMA.	THURSDAY, 12th January, at 4 P.M.
KAGOSHIMA MARU	KOBE and YOKOHAMA.	THURSDAY, 19th January, at 4 P.M.
SAGAMI MARU	SHANGHAI, CHEMULPO and NAGASAKI.	FRIDAY, 20th January, at 4 P.M.
ISADA MARU	MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo and Port Said.	SUNDAY, 22nd January, at Daylight.
KINSHU MARU	SEATTLE, WASH., U.S.A. via Seattle, Victoria, B.C.	THURSDAY, 26th January, at 4 P.M.
TOKIO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th January, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 3rd January, 1899.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1898. 1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 16th Jan., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services; and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Collier's Street.

Hongkong, 21st December, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 17th Jan., 1899.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th January, 1899, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

SAILING VESSELS.

FOR NEW YORK.

THE "REUCER," Captain Adams, having arrived will load here for the above port, and will have quick despatch.

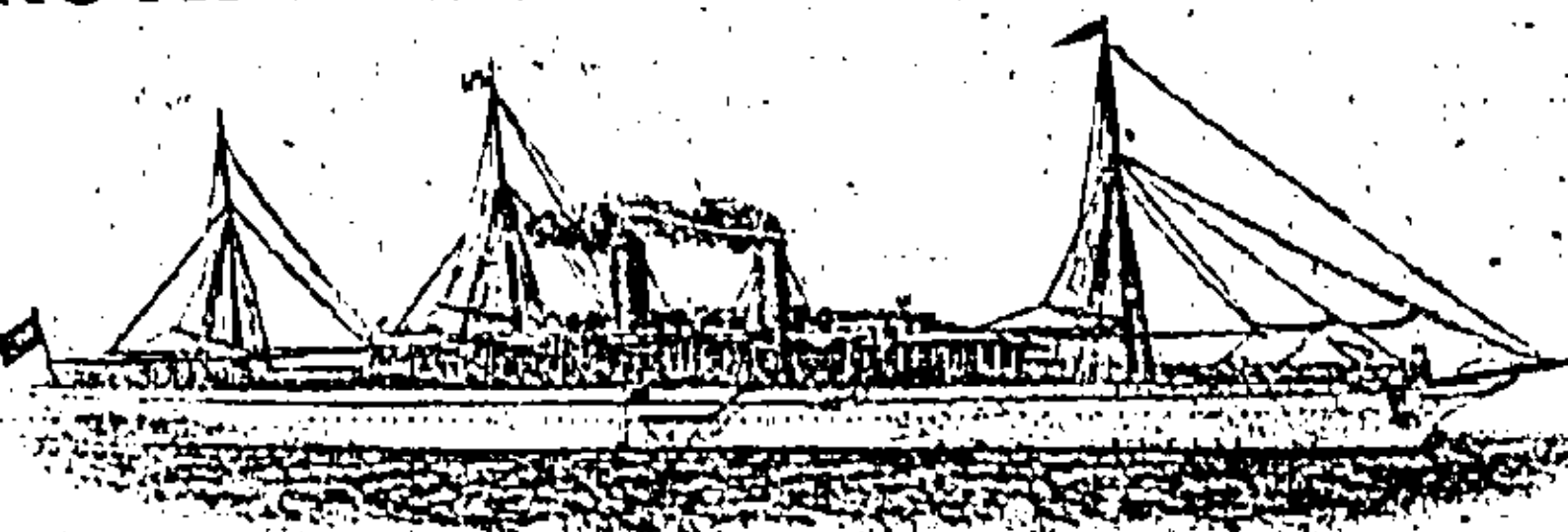
For Freight, apply to ARNOLD, KARBURG & Co., Hongkong, 5th November, 1898.

FOR SAN FRANCISCO.

THE "QUEEN MARGARET," Faulkner, Master, shortly expected here will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Hongkong, 29th December, 1898.

Mails.



SAFETY. SPEED. PUNCTUALITY.

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Hongkong, 21st December, 1898.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

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J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898.

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FOR NEW YORK.

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For Freight, apply to SHEWAN, TOMES & Co., Hongkong, 29th December, 1898.

Mails.

NORTH. GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG. AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SHIRAZ	GENOA AND HAMBURG	About 5th January. Freight and Passage.
*HILDEBRAND	(LONDON with transshipment in HAMBURG)	January. Passage.
ASTORIA	HAMBURG & ANTWERP	About 14th January. Freight.
Hahn	(LONDON with transshipment in HAMBURG)	January. Freight and Passage.
D. RICKMEERS	HAMBURG & ANTWERP	About 16th February. Freight.
Pape	(LONDON with transshipment in HAMBURG)	February. Freight.
SARNIA	HAMBURG & ANTWERP	About 15th February. Freight.
Eilers	(LONDON with transshipment in HAMBURG)	February. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 27th December, 1898.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City [3,002] Jan. 15

Curranthenshire [2,929] Feb. 14

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on or about the 15th January.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 8th November, 1898.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

THE U.S. Mail Steamship.

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 21st January, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

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J. S. VAN BUREN, Agent.

Hongkong, 28th December, 1898.

KUHN & KOMOR.

JAPANESE FINE ART CURIOS.

21 & 23, QUEEN'S ROAD, HONGKONG.

35, WATER STREET, YOKOHAMA.

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.



SETTING UP OF DISTILLERIES.

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

EGROT & GRANDE, rue Mathis, PARIS

Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

COMBUSTION

The human body is of the utmost importance in determining vitality. Less combustion is active; the vital organs lose their power, the body grows flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon, the principle which enriches the blood, assists in building healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

SERRAVALLO'S

FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong: A. S. WATSON & Co., Hongkong, 1st September, 1898.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1899.

SIEN TING, SURGEON DENTIST.

No. 30, DAGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898.

A CURE FOR ASTHMA!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Whooping, Bronchitis, Insomnia, General affections, and difficulty in expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, Sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Researcher Pay-Jolans prescribe Grimault's Matico as the most active and at the same time the most powerful remedy in the treatment of Acute and Chronic Rheumatism. These Capsules, unlike Cocaine, have not the inconvenience of producing a habit.

MATIO INJECTION is used in recent and chronic cases.